



City of El Paso – City Plan Commission Staff Report

Case No: PZRZ15-00008
Application Type: Rezoning
CPC Hearing Date: October 6, 2016
Staff Planner: Andrew Salloum, 915-212-1643, salloumam@elpasotexas.gov

Location: 7351 South Desert Boulevard
Legal Description: A portion of Lot 3 and all of Lot 2, Block 9, Canutillo Industrial Park, City of El Paso, El Paso County, Texas
Acreage: 10.04
Rep District: 1
Current Zoning: C-3/c (Commercial/condition)
Existing Use: Vacant
C/SC/SP/ZBA/LNC: Conditions: Ordinance No. 18060, dated August 20, 2013, (Attachment 4)
Request: From C-3/c (Commercial/condition) to I-MU/c (Industrial Mixed Use/condition)
Proposed Use: Office warehouse and heavy machinery sales & service facility

Property Owner: Abram Wiebe Dyck and Aganetha Fehr Hildebrand
Representative: H2O Terra Engineering

SURROUNDING ZONING AND LAND USE

North: R-3 (Residential) / Vacant
South: C-3/c (Commercial/condition) / Vacant
East: C-3/c (Commercial/condition) / Vacant
West: ETJ / Vacant

PLAN EL PASO DESIGNATION: G-3, Post-War (Northwest Planning Area)

NEAREST PARK: Rio Grande River Trail #1 (10,840 feet)

NEAREST SCHOOL: Canutillo Elementary (9,290 feet)

NEIGHBORHOOD ASSOCIATION

Upper Valley Improvement Association

NEIGHBORHOOD INPUT

Notice of a Public Hearing was mailed to all property owners within 300 feet of the subject property on September 21, 2016. The Planning Division has not received any phone calls or letters in support or opposition to the rezoning request.

CASE HISTORY

On August 20, 2013, City Council approved the rezoning request for the subject property from R-3 (Residential) to C-3/c (Commercial/conditions) and imposed a condition by Ordinance No. 18060 (see Attachment 4) as follows:

That a fifteen (10') foot landscaped buffer with high-profile native trees of at least three (3) inch caliper and ten (10') feet in height shall be placed at ten (10') feet on center along the property lines adjacent to any residential use or zone. The landscaped buffer shall be in addition to the landscape requirements of Title 18 of the El Paso City Code, shall be irrigated and maintained by the property owner at all times, and shall be installed prior to the issuance of any certificates of occupancy.

The condition has been satisfied as shown on master zoning plan.

APPLICATION DESCRIPTION

The applicant is requesting to rezone the subject property from C-3/c (Commercial/condition) to I-MU/c (Industrial Mixed Use/condition). The subject property is 10.04 acres in size and is currently vacant. The Master Zoning Plan shows a mixed use development consisting of agricultural motor vehicle, farm equipment and supply sales. The C-3 (Commercial) district does not permit agricultural motor vehicle, farm equipment, and supply sales. A summary of the Master Zoning Plan is attached (Attachment 4). The development requires a minimum of 168 parking spaces and the applicant is providing 196 parking spaces and 15 bicycle spaces. Parking exceeds the maximum, therefore additional trees shall be provided. The proposed access is from South Desert Boulevard. The proposed development incorporates mixed uses, and supports the I-MU (Industrial Mixed Use) district guidelines, and requirements.

PLANNING DIVISION RECOMMENDATION

Pending.

ANALYSIS

20.10.360(G)

Residential, General and Industrial Mixed Use Districts (RMU, GMU and IMU). Uses permitted in a mixed-use development are as approved by city council through a master zoning plan. A mixed-use development may be authorized to encourage use schemes such as but not limited to, residential, entertainment, medical, and employment centers. The following principles and requirements shall apply to a mixed-use development and shall serve as the basis for approval of a master zoning plan.

1. General Design Principles. These design principles shall serve as guidelines only, and compliance with any guideline within a mixed-use development shall be determined on a case by case basis as part of the master zoning plan and mixed use development plan approval. It is not intended that every mixed-use development conform to all or any set number of the enumerated design guidelines.
 - a. Development Perspective.
 - i. That the natural infrastructure and visual character of the development area be retained as derived from existing topography, riparian corridors and other environmentally sensitive areas.
 - ii. That the development strategy utilized encourages infill and redevelopment in parity with new and existing neighborhoods.
 - iii. That proposed development contiguous to urban areas be organized as town centers and neighborhoods, and be integrated with the existing urban pattern.
 - iv. That proposed development noncontiguous to urban areas be organized in the pattern of an isolated community consisting of a complete town center serving the neighborhood(s).
 - v. That a mixture of housing types and densities be distributed throughout the mixed-use development.
 - vi. That transportation corridors be planned and reserved in coordination with land use patterns.
 - vii. That natural or man-made green corridors and open space areas be used to define and connect neighborhoods to other facilities within the development, and that these areas allow for connectivity outside of the development where feasible.
 - viii. That the development include a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile.
 - ix. That neighborhoods with town centers be the preferred pattern of development and that developments specializing in single use be discouraged.
 - x. That neighborhoods be compact, pedestrian-friendly, and mixed use.
 - xi. That ordinary activity of daily living occurs within walking distance of most dwellings.
 - xii. That interconnected networks of streets be designed to disperse and reduce the length of vehicle trips.
 - xiii. That within neighborhoods, a range of housing types and price levels be provided to accommodate people of diverse ages and incomes.

- xiv. That appropriate building densities and land use be provided within walking distance of transit stops.
- xv. That civic, institutional and commercial activity be embedded, and not isolated, in the development.
- xvi. That a range of open space including parks, squares, and playgrounds be distributed within the development.
- xvii. That a development have sufficient size to accommodate the mixed-use concentration of uses.
- b. Building Perspective.
 - i. That buildings and landscaping contribute to the physical definition of streets as civic places.
 - ii. That the design of streets and buildings reinforce safe environments.
 - iii. That architecture and landscape design grow from local climate, topography, history and building practice.
 - iv. That public gathering spaces be provided in locations that reinforce community identity.
 - v. That the preservation and renewal of historic buildings be facilitated.
 - vi. That principal buildings and facades, where possible, be located parallel to the frontage line to encourage a community-friendly environment.

The applicant complies 20.10.360(G)(1)

2. General Design Elements. A mixed-use development is characterized by any combination of the design elements described below. These design elements shall serve as guidelines only, and compliance with any design element within a mixed-use development shall be determined on a case-by-case basis as part of the master zoning plan and mixed-use development plan approval. It is not intended that every mixed-use development conform to all or any set number of the enumerated design elements.
 - a. Neighborhoods limited in size and oriented toward pedestrian activity.
 - b. A variety of housing types, jobs, shopping, services, and public facilities.
 - c. Residences, shops, workplaces, and other buildings interwoven within the neighborhood, all within close proximity.
 - d. A network of interconnecting streets and blocks that maintain respect for the natural landscape.
 - e. Natural features and undisturbed areas that are incorporated into the open space of the neighborhood.
 - f. A coordinated transportation system with a hierarchy of appropriately designed facilities for pedestrians, bicycles, public transit and automotive vehicles.
 - g. Well-configured squares, plazas, greens, landscaped streets, preserves, greenbelts, or parks dedicated to the collective social activity, recreation, and visual enjoyment of the neighborhood.
 - h. Buildings, spaces, and other features that act as landmarks, symbols, and focal points for community identity.
 - i. Compatibility of buildings and other improvements as determined by their arrangement, bulk, form, character and landscaping to establish a livable and harmonious environment.
 - j. Classification of uses deploying a range from rural-to-urban to arrange in useful order the typical context groupings of natural and urban areas to ensure compatibility of land uses.

The applicant complies 20.10.360(G)(2)

3. Architectural Objectives. As part of the review of the mixed-use development plan the architectural design shall achieve the following objectives:
 - a. Architectural compatibility;
 - b. Human scale design;
 - c. Integration of uses;
 - d. Encouragement of pedestrian activity;
 - e. Buildings that relate to and are oriented toward the street and surrounding buildings;
 - f. Residential scale buildings in any mixed residential area;

- g. Buildings that contain special architectural features to signify entrances to the mixed-use development; and
- h. Buildings that focus activity on a neighborhood open space, square or plaza.

The applicant complies 20.10.360(G)(3)

4. Roadway Design. The roadway designs, whether public or private, used within a mixed-use development may vary depending on the proposed function of the roadway, the anticipated land uses, and the anticipated traffic load. A variety of designs to lend character to the neighborhood are encouraged. The requirements of Title 19 (Subdivisions) of this Code shall apply in all instances.

The applicant complies 20.10.360(G)(4)

5. Parking. The off-street parking requirements in Chapter 20.14 (Off-Street Parking and Loading Requirements) of this title shall apply for purposes of calculating required spaces. Community-parking facilities or shared parking shall be encouraged in lieu of traditional off-street parking design. This concept would permit the collocation of required parking for individual uses in order to promote pedestrian activity within the neighborhood. In instances where shared parking is proposed, a shared parking study shall be reviewed by the city along with any traffic engineering and planning data that are appropriate to the establishment of parking requirements for the uses proposed. A shared parking study shall include, but not be limited to, estimates of parking requirements based on recommendations in studies such as those from the Urban Land Institute, the Institute of Traffic Engineers, or the Traffic Institute, and based on data collected from uses or combinations of uses that are the same or comparable to the proposed uses. The shared parking analysis shall be based on the mixture of uses and corresponding peak demand for all uses. The study shall document the source of data used to develop recommendations.

The applicant complies 20.10.360(G)(5). No parking reduction is requested.

6. Setbacks. Properties within a mixed-use development shall be allowed zero setbacks for all uses, unless otherwise required by the city council as part of the review of the master zoning plan.

The applicant complies 20.10.360(G)(6)

7. Landscaping. Uses within a mixed-use development shall not be required to conform to the landscaping requirements of Title 18 (Building and Construction) of the El Paso City Code. Landscaping, streetscape, and other green areas proposed within the mixed-use development shall be shown and considered as part of the master zoning plan and mixed-use development plan approval process.

The applicant complies 20.10.360(G)(7).

Plan El Paso- Future Land Use Map Designation

All applications for rezoning shall demonstrate compliance with the following criteria:

G-3, Post-War: This sector applies to transitional neighborhoods typically developed from the 1950s through the 1980s. Streets were laid out with curvilinear patterns without alleys and shopping centers are located at major intersections behind large parking lots. This sector is generally stable but would benefit from strategic suburban retrofits to supplement the limited housing stock and add missing civic and commercial uses.

The purpose of the I-MU (Industrial Mixed Use) district is to accommodate, encourage and promote innovatively designed developments involving diverse commercial and industrial land uses, which together form an attractive and harmonious unit of the city. The regulations of this district are intended to allow for developments with good access and high visibility that are designed to create compatibility between diverse uses and adjacent zoning districts. It is intended that the district regulations permit uses serving the entire community, and allow flexibility and encourage more creative, efficient and aesthetically desirable design and

placement of land uses.

Plan El Paso - Goals & Policies

Goal 2.2: The City of El Paso should change its growth pattern away from homogeneous land uses and return to a pattern of compact well-connected mixed-use neighborhoods.

Policy 2.2.5: The design of new neighborhoods and additions to existing neighborhoods should strive for a balance of housing, jobs, shopping, recreation, and civic uses to avoid unnecessary travel and reduce infrastructure and public services costs.

COMMENTS:

Planning and Inspections Department - Planning Division - Transportation

Required 3 bicycle spaces each use.

Note:

All existing and/or proposed paths of travel (accessible sidewalks, wheelchair access curb ramps and driveways) located within public rights-of-way shall follow the City of El Paso Design Standards for Construction and be ADA/TAS compliant.

TXDOT

TxDOT has not received any grading and drainage plan for review and approval for this development or make an access request. The developer or consultant need to make the request for approval. The committee meeting is scheduled for September 30, 2016.

Planning and Inspections Department – Building and Development Permitting

Due to phased development, please provide a breakdown of the landscape requirements that will installed per each phase of development. the calculations should at minimum include the area of each development phase minus the building times 15%.

Planning and Inspections Department - Land Development

1. Clarify how the developer will address drainage conveyance and safe passage of storm water run-off from upstream areas through Flow Path 42 is running along the entire western and southern boundaries with great potential for erosion of proposed development.
2. Add to general notes on final plat: "All developed storm water runoff shall be addressed within the subdivision limits and shall comply with all provisions of (DSC, 19.19.010A and DDM, 11.1). Compensatory storm-water storage equal to fill displacement shall be provided within respective lots if grading within flood zone flow path."
3. Approval of the site plans by CPC constitutes a determination that the applicant is in compliance with the minimum provisions. Applicant is responsible for the adequacy of such plans, insuring that stormwater is in compliance with ordinances, codes, DSC, and DDM. Failure to comply may require the applicant to seek re-approval of the site plans from CPC.

Fire Department

No objections to rezoning and master zoning plan.

Police Department

EPPD do not have any concerns to present.

El Paso Water

1. EPWater does not object to this request.
2. Lot 3 is located within the City of El Paso Westside Impact Fee Service Area. Impact fees will be assessed at the time of platting and collected by EPWater prior to the issuance of a Building Permit.

EPWater-PSB Comments

Water:

3. Along Desert South Boulevard between Talbot Avenue and Los Mochis Drive there is an existing sixteen (16) inch diameter water main. This main dead-ends at the northern right-of-way line of Los Mochis Drive. Extension of the 16-inch diameter water line is required to the northern property line. A 30-foot wide easement west of and parallel to Desert South Boulevard will be required to accommodate the water main extension.

Sanitary Sewer:

4. Along Desert South Boulevard fronting the subject Property, there is an existing ten (10) inch diameter pressurized (force main) sanitary sewer main. No connections are allowed to this main.

5. There are no gravity sanitary sewer mains in the vicinity of the subject property.

6. Sewer service requires the extension of an off-site gravity sewer main which includes a portion crossing the Rio Grande River and a lift station.

General:

7. All easements dedicated for public water and/or sanitary sewer facilities are to comply with EPWater-PSB Easement Policy.. EPWater-PSB requires access to the proposed water, sanitary sewer facilities, appurtenances, and meters within the easement 24 hours a day, seven (7) days a week. No building, reservoir, structure, parking stalls or other improvement, other than asphaltic paving (HMAC), shall be constructed or maintained on the above referenced EPWater-PSB easements without the written consent of EPWater-PSB. The Developer shall refrain from constructing rock walls, signs, buildings, curbs or any structure that will interfere with the access to the PSB easements. There shall be at least 5-foot setback from the easement line to any sign or structure.

8. Desert South Boulevard is a Texas Department of Transportation (TxDOT) right-of-way. All proposed utility work to be performed within Desert South Boulevard right-of-way requires written permission from TxDOT.

9. EPWater requires a new service application to initialize design of the water and sanitary sewer main extensions to serve the subject property. New service applications are available at 1154 Hawkins, 3rd Floor. The following items are required at the time of application: (1) hard copy of subdivision plat; (2) finalized set of street improvement plans, including storm sewer; (3) digital copy of subdivision plat; (4) benchmark check; and (5) construction schedule. Service will be provided in accordance with the current EPWater – PSB Rules and Regulations. The owner is responsible for the costs of any necessary on-site and off-site extensions, relocations or adjustments of water and sanitary sewer lines and appurtenances.

El Paso Water - Stormwater Division

1. Provide an acceptable drainage plan in accordance with Section 19.01.050 of the current city ordinance.

2. At the improvement plan stage, provide protection to the subdivision from all offsite stormwater runoff that may have an adverse impact on any improvements.

3. The developer shall be responsible for the additional stormwater runoff generated by the proposed subdivision, and must ensure that the historic runoff volume, peak and duration are maintained.

4. On the Drainage Plan, provide the proposed capacity of the pond: any existing/proposed ponding area shall have enough capacity to hold the developed runoff for a designed 100-yr storm event.

5. Not required but recommended:

-Using principles of low impact development (such as recessed landscaping, rainwater harvesting, and porous pavements) to reduce the amount of developed stormwater runoff.

Attachments:

Attachment 1: Zoning Map

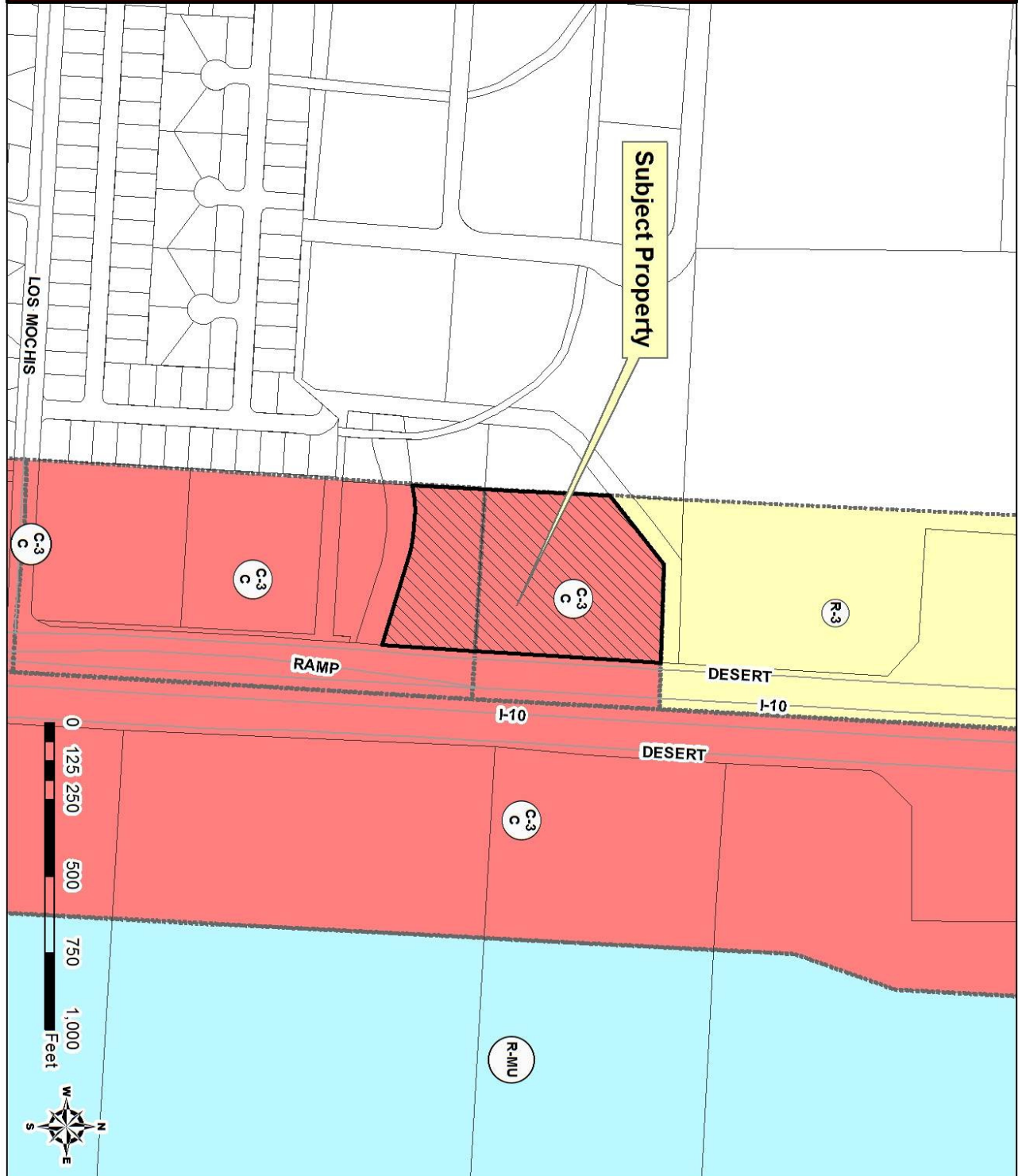
Attachment 2: Aerial Map

Attachment 3: Future Land Use Map

Attachment 4: Master Zoning Plan Report

ATTACHMENT 1: ZONING MAP

PZRZ15-00008

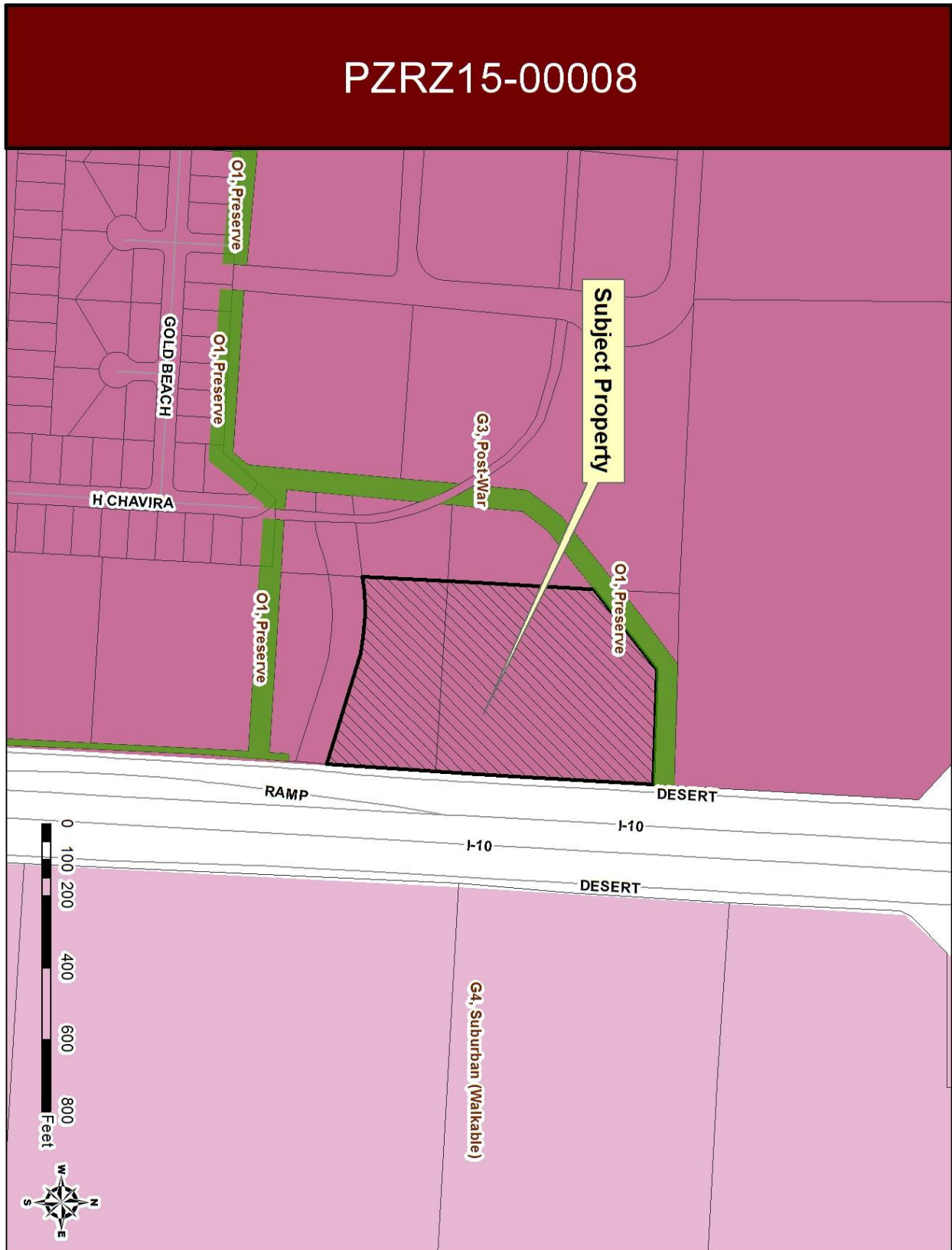


ATTACHMENT 2: AERIAL MAP

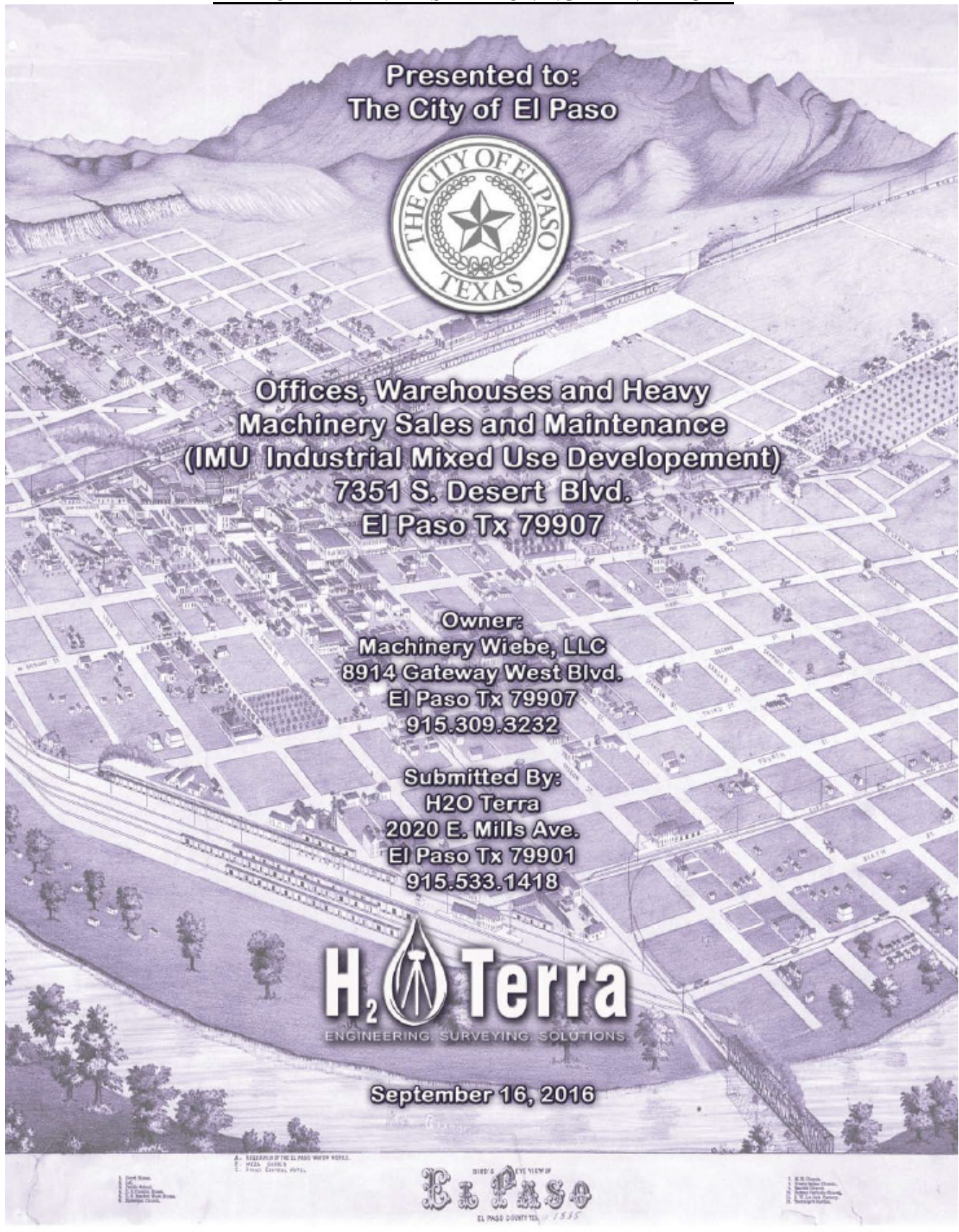
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ATTACHMENT 3: FUTURE LAND USE MAP



ATTACHMENT 4: MASTER ZONING PLAN REPORT



ABSTRACT:

The study was done according to the City requirements for re-zoning application of the proposed tracts. The report will address the requirements as set in the City of El Paso Municipal Code Title 20, Section 20.10.360G.

INTRODUCTION:

7351 South Desert Blvd. is a 10.036 acres vacant property being a Portion of Lot 3, and all of Lot 2, Block 9, Canutillo Industrial Park (PZRZ15-0008) El Paso, Texas, and is currently zoned as C-3/C. Abraham Wiebe Dyck owner and developer, is applying for an Industrial Mixed Use to accommodate, encourage and promote an innovatively designed mix of large and small office/warehouse along with heavy and light commercial use.

EXECUTIVE SUMMARY:

The proposed development will be in compliance with all the General Design Principals, General Design Elements, Architectural Guidelines, Roadway Design, Parking requirements, Setback limitations, Landscape principals and requirements listed under Chapter 20.10.360G Supplemental Use Regulations.

The proposed development is in compliance with Land Use and City Goals and Policies:

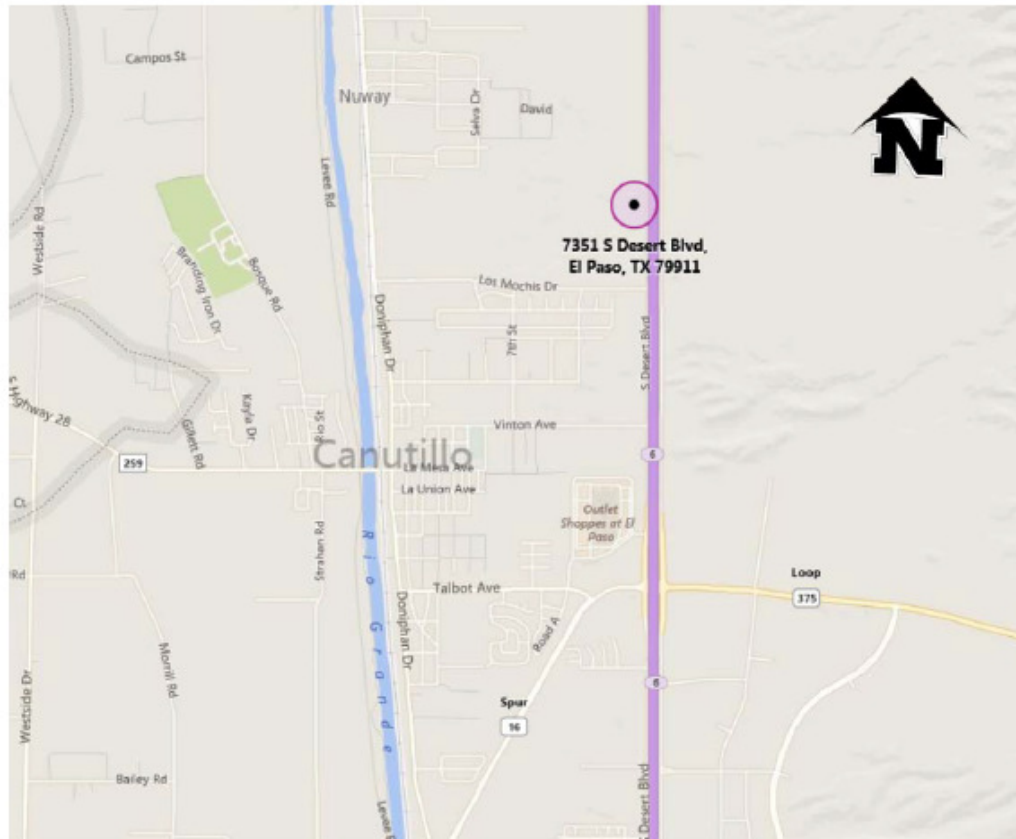
LAND USE CITY FORMS: The purpose of this proposed mixed use development is to accommodate, encourage and promote innovatively designed developments involving diverse commercial and industrial land uses, which together form an attractive and harmonious unit of the city. The regulations of this district are intended to allow for developments with good access and high visibility that are designed to create compatibility between diverse uses and adjacent zoning districts. It is intended that the district regulations permit uses serving the entire community, and allow flexibility and encourage more creative, efficient and aesthetically desirable design and placement of land uses.

COMMERCIAL: This development will promote a zoning commercial use of C-3 with zoning conditions. Only a specific list of uses will be allowed.

NEIGHBORHOOD: The proposed development will provide safe and efficient vehicular and inner pedestrian system. The commercial services will be compatible with the existing commercial character.

SITE LOCATION:

The site consists of a Portion of Lot 3, and all of Lot 2, Block 9, Canutillo Industrial Park (PZRZ15-0008) in El Paso, Texas. 10.036 AC / 437,168 Sq.Ft.



AERIAL LOCATION MAP:

The site has frontage along S. Desert Blvd



PLATTING AND DETERMINATION:

Upon approval of the rezoning, the site will be legally filed and recorded in the office of the County Clerk of El Paso.

ZONING AND PROPOSED USES:

The site consists of 1 zoning designations:

- Commercial (Light/Heavy)

The site will be rezoned to IMU (Industrial Mixed Use)

	Partial ft ²	Total ft ²	Total Acres	Percentage
Commercial Site		437,177	10.036	100%
Driveways	142,142.13		3.263	32.5%
Parking	47,171.77		1.083	10.8%
Landscaping/Open Area	161,007.89		3.696	36.8%
Sidewalks	8,659.63		0.199	2%
Curbs	2,659.58		0.061	0.6%
Buildings	75,536.00		1.734	17.3%
TOTAL	437,177	437,177	10.036	100%

PRINCIPLES AND REQUIREMENTS:

The following principles and requirements shall apply to a mix use development and shall serve as the basis for approval of a master zone plan. According to the General Design Principles as per Title 20.10.260G., the following items are to be used as guidelines only, and "Compliance with any guideline within a mixed-use development shall be determined on a case by case basis as part of the master zoning plan and mixed use development plan approval. It is not intended that every mixed-use development conform to all or any set number of the enumerated design guidelines".

DEVELOPMENT PERSPECTIVE:

- i. *That the natural infrastructure and visual character of the development area be retained as derived from existing topography, riparian corridors and other environmental sensitive areas.*
- ii. *The development strategy utilized encourages infill and redevelopment in parity with new and existing neighborhoods.*
- iii. *Proposed development contiguous to urban areas be organized as town center and neighborhoods, and be integrated with the existing urban pattern.*
- iv. *Proposed development noncontiguous to urban areas is organized in the pattern of an isolated community consisting of a complete town center serving the area.*
- v. *Densities be distributed throughout the mixed-use development.*
- vi. *Transportation corridors be planned and reserved in coordination with land use patterns.*
- vii. *Natural or man-made green corridors and open space areas be used to define and conned neighborhoods to other facilities within the development, and that these areas allow for connectivity outside of the development where feasible.*
- viii. *The development includes a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile.*
- ix. *Ordinary activity of daily living occurs within walking distance of most surrounding dwellings.*
- x. *Interconnected networks of stress be designed to disperse and reduce the length of vehicle trips.*
- xi. *Appropriate building densities and land use be provided within walking distance of transit stops.*
- xii. *Development has sufficient size to accommodate the mixed-use concentration of users.*

BUILDING PERSPECTIVE

- i. Building and landscaping contribute to the physical definition of driveway as landscaped places.*
- ii. The design of streets and buildings reinforce safe environments.*
- iii. Architecture and landscape design grow from local climate, topography, history and building practice.*
- iv. Principal buildings and facades, where possible, be located parallel to the frontage line to encourage a community-friendly environment.*

The natural infrastructure / visual character of the development will be retained. The existing riparian corridors will be left alone both on the north and south side of the development.

The proposed development is contiguous to urban areas and will complement the existing neighborhoods (Canutillo Heights Residential Development) and Commercial Centers to the south along Interstate I-10 / Trans Mountain and Talbot respectively.

The Surrounding Development has a newly installed transit frontage roads that includes pedestrian and bicycle system provided by TXDOT (Desert South & North Blvd. frontage roads)

The Proposed Development encourages infill development with mix of already existing single family uses to the immediate south of this development.

GENERAL DESIGN ELEMENTS:

The following items are the general design elements according to the General Design Principles as per Title 20.10.360G.

- 1. Neighborhoods limited in size and oriented toward pedestrian activity.*
- 2. A variety of jobs, services, and public facilities.*
- 3. Workplaces, and other buildings interwoven within the area, all within close proximity.*
- 4. A network of interconnecting streets and blocks that maintain respect for the natural landscape.*
- 5. Natural features and undisturbed areas that are incorporated into the open areas of the development.*
- 6. A coordinated transportation system with a hierarchy of appropriately designed facilities for pedestrians, bicycles, public transit and automotive vehicles.*

7. *Well-configured landscaped driveways, preserves or greenbelts dedicated to the collective social activity, recreation, and visual enjoyment of the neighborhood.*
8. *Buildings, spaces, and other features that act as landmarks, symbols, and focal points for community identity.*
9. *Compatibility of buildings and other improvements as determined by their arrangement, bulk, form, character and landscaping to establish an attractive and harmonious unit of the city.*
10. *Classification of uses deploying a range from rural-to-urban to arrange in useful order the typical context groupings of natural and urban areas to ensure compatibility of land uses.*

ARCHITECTURAL OBJECTIVES:

The proposed development will have Architectural Guidelines attached in to the Neighborhood Association Restrictions Documents (Covenants) to achieve the following objectives:

1. Architectural Compatibility
2. Human scale
3. Integration of uses
4. Encouragement of pedestrian activity
5. Architectural features

ROADWAY DESIGN:

Driveways will be used for traffic circulation within the proposed development. The designs used within this mixed-use development may vary depending on the proposed function of the roadway, the anticipated land uses, and the anticipated traffic load. The use of an internal driveway for vehicular access to several pad sites will reduce the traffic at main entrance and will also contribute to a safe pedestrian environment. The design of these driveways will comply with City of El Paso and TXDOT Rules and Regulations.

PARKING:

The proposed parking will comply with the minimum requirements for off-site parking Chapter 20.14 Depending on the type of use (Off Street Parking and Loading Requirements)

The parking concept permits and promotes development wide options to minimize a negative impact of rest of the parking areas.

Total parking stalls proposed are 183 typical parking stalls and 13 handicap stalls.

SETBACKS

Front Yard = 20' MIN; Rear Yard = N/A; Interior Side Yard = N/A; Side Street Yard = N/A

LANDSCAPE:

The proposed landscaping will be xeriscaping throughout to promote a setting that is territorial to the areas in and around the foothills of the Franklin Mountains.

Canopy trees indigenous to this arid area will be provided throughout out the development to promote an evenly disbursed landscaped at open areas and parking lots.

Proposed Uses will comply with the landscaping requirements of Title 18 (Building and Construction)

Note: If parking exceeds maximum allowed, then additional trees will be required

PHASING:

Canutillo Industrial Park will be constructed in 3 phases:

- Phase 1: Infrastructure and Commercial Building (November 2016 – January 2017)
- Phase 2: Mixed Commercial Buildings (January 2017 – January 2019)
- Phase 3: Mixed Commercial Buildings (January 2019 – January 2021)

MIXED USE TABLE:

Allowed Uses	Minimum Lot Area (sq. ft.)	Lot Coverage		Minimum Lot Width	Minimum Lot Depth	Maximum Building Height	
		Minimum Lot Coverage	Maximum Lot Coverage			Primary Structure	Accessory Structure
Wholesale Establishment	3,500	n/a	n/a	40'	50'	40'	30'
Retail Establishment	3,500	n/a	n/a	40'	50'	40'	30'
Diesel Maintenance Facility	3,500	n/a	n/a	40'	50'	40'	30'
Material Sales (building and construction)	3,500	n/a	n/a	40'	50'	40'	30'
Home Improvement Center	3,500	n/a	n/a	40'	50'	40'	30'
Industrial Equipment Repair	3,500	n/a	n/a	40'	50'	40'	30'
Commercial Equipment Repair	2,500	n/a	n/a	30'	40'	30'	30'
Extermination Service	1,500	n/a	n/a	20'	30'	30'	30'
Light Truck, Sales/Service/Storage/Rental/Parts Sales	3,500	n/a	n/a	40'	50'	40'	30'

Manufactured Home, Sales/Display/Repair	3,500	n/a	n/a	40'	50'	40'	30'
Mobile Home, Sales/Display/Repair	3,500	n/a	n/a	40'	50'	40'	30'
Motor Vehicle, Repair/Major & Minor	3,500	n/a	n/a	40'	50'	40'	30'
Motorcycle, Repair/Service/Sales/Repair	2,500	n/a	n/a	30'	40'	30'	30'
Trailer, Sales/Display/Repair	3,500	n/a	n/a	40'	50'	40'	30'
Automotive, Repair/Garage/Service/ Station	2,500	n/a	n/a	30'	40'	30'	30'
Boat - Trailer, Sales/Service/Storage/ Rental	3,500	n/a	n/a	40'	50'	40'	30'
Car Wash Full and Self Service	2,500	n/a	n/a	30'	40'	30'	30'
Contractor Equipment, Sales/Storage/ Repair/Rental Yard	3,500	n/a	n/a	40'	50'	40'	30'
Farm Equipment, Sales/Storage/Repair/ Rental	3,500	n/a	n/a	40'	50'	40'	30'
Heavy Equipment, Sales/Storage/Repair/ Rental	3,500	n/a	n/a	40'	50'	40'	30'
Heavy Truck, Sales/Storage/Repair/ Rental	3,500	n/a	n/a	40'	50'	40'	30'
Automobile, Sales/Storage/Repair/ Rental	3,500	n/a	n/a	40'	50'	40'	30'
Testing Laboratory	1,500	n/a	n/a	20'	30'	30'	30'
Office Professional	1,500	n/a	n/a	20'	30'	30'	30'
Telemarketing Agency	3,500	n/a	n/a	40'	50'	40'	30'
Bank/Credit Union/ Financial Institution	1,500	n/a	n/a	20'	30'	30'	30'
Trade School	3,500	n/a	n/a	40'	50'	40'	30'
Self-Storage Facility	3,500	n/a	n/a	40'	50'	40'	30'
Contractor Yard	3,500	n/a	n/a	40'	50'	40'	30'
Office Warehouse	3,500	n/a	n/a	40'	50'	40'	30'
General Warehouse	3,500	n/a	n/a	40'	50'	40'	30'
Moving and Storage	3,500	n/a	n/a	40'	50'	40'	30'

Lot Areas and Buildings Size will be determined by the end potential user within the proposed development.

Height of Structures will have maximum allowable height of 50 feet.

Design Building Standards for the Development will be varied from combination Metal / CMU Construction to Tilt up Concrete and or CMU Stucco Combination to create a diversity of building elements.

